



PORTLAND MALL REVITALIZATION

A window of opportunity now exists to extend light rail to the Mall on SW Fifth and Sixth avenues between Union Station and Portland State University. The project would bring vital upgrades to the aging Mall facilities and other improvements that would help to revitalize the downtown commercial and retail environment.

Upgrading the Mall

The Mall is showing its age—with deteriorating facilities, growing maintenance costs and uninviting areas. The Portland Mall Revitalization Project will enliven the Mall for retail businesses, pedestrians and auto traffic.

Adding light rail to the Mall will revitalize the streetscape with more natural light, art and upgraded shelters. Station area designs will create distinct “urban rooms” reflecting the unique character of each area.

MAX on the Mall

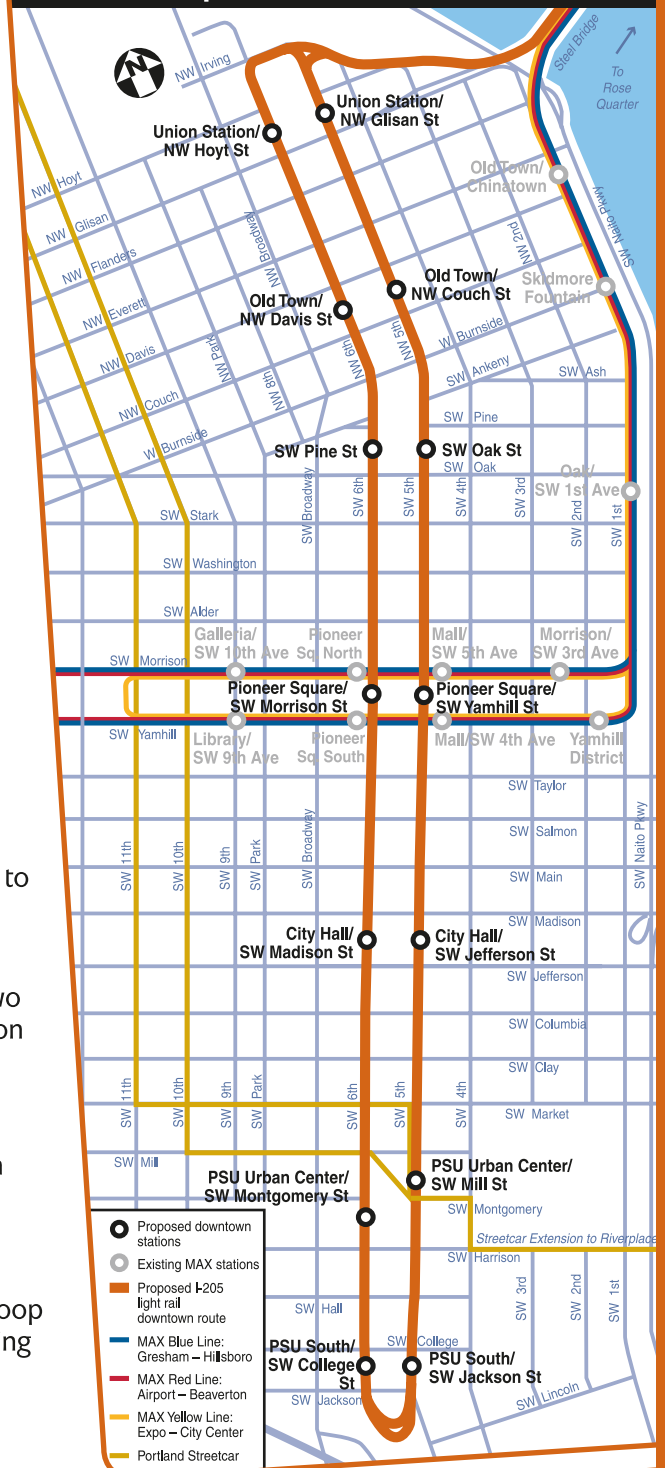
Adding MAX to the Mall will provide more capacity to the growing light rail system that includes service from downtown to a new light rail link along I-205 to Clackamas County.

MAX stations on the Mall would be located about every 4-5 blocks, with bus stops on different blocks and spaced every two to four blocks. All transit riders would board buses and trains on the right side of the street, allowing two travel lanes for transit and one through lane for autos.

The Mall Revitalization Project will bring new life to downtown Portland. Key elements include:

- Light rail that runs from Union Station to PSU, bringing new riders to the heart of downtown.
- Increased access within downtown, with shuttle trains that loop on the Mall—ensuring a MAX train is always within sight during most of the day.
- A continuous auto lane along the entire length of the Mall, offering greater access to office and retail locations.
- A limited number of auto “pull-outs” in the Central Mall for timely business delivery services and customer access.
- Improvements to the Burnside intersections at Fifth and Sixth avenues to improve traffic flow on those two streets.
- Creation of a Mall management entity to oversee cleanliness, maintenance and deter crime.
- Trimming or replacement of some trees to improve the amount of daylight and street lighting that reaches the sidewalk.
- Reviving sidewalks and other facilities to a ‘like new’ condition.

Proposed MAX Stations



South Corridor Plan

The Portland Mall Revitalization project is part of the South Corridor Plan, which connects downtown Portland to Clackamas County. Phase 1 includes construction of MAX on the Mall and along I-205 between Gateway Transit Center and Clackamas Town Center. This phase of the project is scheduled to open in 2009.

Phase 2 would extend light rail from downtown Portland to Milwaukie.



Pioneer Courthouse after renovations.

Construction mitigation

Mall construction will use innovative techniques to limit the time construction will take in front of businesses. Pedestrian access to businesses will always be available during all business hours. Businesses will have a voice in developing mitigation and construction options to minimize impacts and ensure the project provides businesses with long-term benefits.

Funding

TriMet and the City of Portland are preparing an application that will be submitted to the Federal Transit Administration. It would bring federal dollars to the area to help pay for the project.

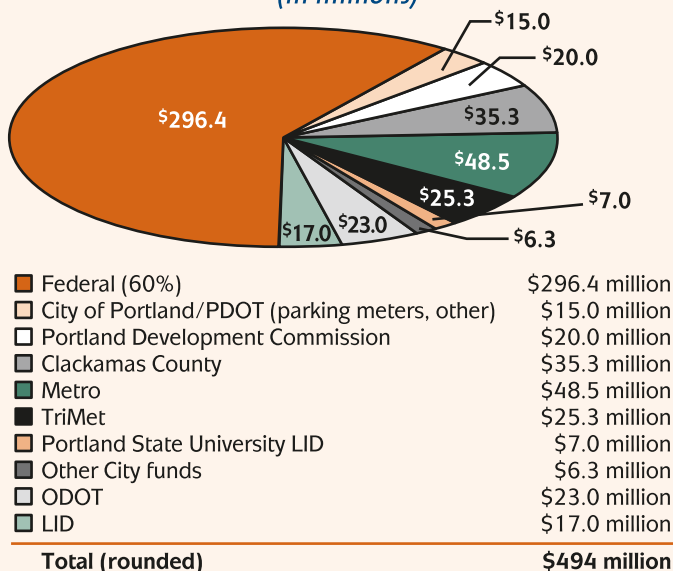
The South Corridor project, which includes the Mall and I-205, is projected to cost \$494 million. Federal dollars would pay for 60 percent of the project costs. A local match of 40 percent needs to be identified before the federal deadline for new applications in August 2004. If we are not ready, our window of opportunity will close for at least another year, resulting in higher costs for the project and more competition for Federal dollars.

The total \$494 million project includes \$165 million for the Mall Revitalization/light rail project. The funding for the match would come from a variety of sources including the City of Portland, TriMet, Metro, Portland State University and a Local Improvement District (LID) in downtown. The LID would provide \$17 million for the project, with tiered rates based on a property's proximity to the Mall. Payments could be stretched over 20 years.

An LID is a proven method for closing the funding gap—used on the original Banfield MAX project, Vintage Trolley and Portland Streetcar. The LID would cover about 10 percent of the Mall project costs.

I-205/Portland Mall Project Funding Sources

(in millions)



Timeline

Apply for federal approval	August 2004
Final Design begins	Spring 2005
Full Funding Grant Agreement	Spring 2006
Construction begins	Summer/fall 2006
Service begins	September 2009

For more information

Email revitalize@portlandmall.org

Call the Project hotline at 503-962-2133

Visit www.portlandmall.org